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THE DAILY REVIEW.

VOL. XII WILMINGTON, N. C., WEDNESDAY JANUARY 18 1888 NO 15

Gossip says that Miss Rose Eliza- Cleveland is about to marry a ng clergyman.

Seedless raisins are obtained by ring the end of the vine in the nd when the grape is half ripe. prevents the formation of seed the full development of the , but it ripens all the same and delicious flavor.

Opher farming is a new industry n at Auburndale, Fla. Two have devoted a tract of 1,000 to that purpose. It is said the most fastidious epicure can- ell the flesh of the Florida go- from the famous Maryland ter-

During the first three years of the war the Federal navy was in- ed from seventy-six to nearly essels, of which eighty were of or ironclad. There was an in- e from 2,800 to 6,000 guns, many em of a calibre hitherto un- n, and from 7,000 to 50,000 sail-

Were lynched during the 1887 in these United States no r than 123 persons. Of the var- States and Territories, Texas the list, with fifteen lynchings, Mississippi is entitled to second , with fourteen to her credit. he victims were men, eighty of being negroes.

The irrigation of land in California nly benefits the area to which water is directly applied, but fifteen or twenty miles away. water thus conducted through plains can go no lower than the an, which is always near the e—from three to twenty feet thus the whole country is de- a benefit by its spreading.

The new hotel which John Wana- r, of Philadelphia, has erected benefit of the women em- d in his stores has ample ac- odations for one hundred ers. It contains a bowling several reception rooms and ng room and numerous apart bathing. The rate for a oard and lodging, including g of one dozen pieces, is

More than four delegations of nd German capitalists are his country on separate inspection over American with a view to making in- s. "It is comparatively oat a good bond now," said all street's bankers on Fri- he cited the coming here ifferent companies of Euro- estors intent on looking us properties inviting in

We think that the gentlemen who were appointed to treat with the authorities of the Cape Fear & Yadkin Valley R. R., relative to the extension of that road to this city, have done well. We do not see how the result of their labors can be improved upon. There should be no complaint on the part of our people and there probably will be none. The terms of the agreement are fair and liberal. The city could afford to give $150,000 to have this road completed here and especially so with the construction to begin at this point. Instead of that we get stock and the expenditure here of not only the amount subscribed but many thousand more which will be paid out in the construction of the road and which will be sure to find its way here.

The executive session of the Senate at which Mr. Lamar was confirmed lasted three hours. The majority for confirmation was four. Messrs. Edmunds, Sherman, Hawley, Cullum and Evarts were the principal speakers in opposition.—Edmunds objected principally on account of Mr. Lamar's age, and John Sherman said: "Mr. Lamar's political training, his rigid adherence to the doctrine of States' rights, unfits him to deal with the great constitutional questions which he will be called to pass upon, and this in itself ought to furnish sufficient grounds for his rejection."

Not one Democratic voice was raised in defense of Mr. Lamar, simply, we presume, because no defense was necessary. Only Mr. Riddleberger had a word to say for him. He stated that more or less prejudice existed against Mr. Lamar because he had been a Confederate soldier, and he could not stultify himself by voting against him.

LOCAL NEWS.

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The receipts of cotton at this port to-day foot up 325 bales.

Ger. barque *Marie Kuyper*, Macey, hence, arrived at Stettin Jan. 12th.

Br. barbue *Paragon*, Doane, hence for Liverpool, arrived at Crookhaven Jan. 14th.

Br. ship *Etta*, which arrived in below this morning, will come up to the city to-night.

There was a decline in the price of rosin to-day of 2½ cents per barrel for strained and 1¼ cents per barrel for good strained.

The price of crude turpentine declined to-day 10 cents per barrel for virgin and yellow dip and 15 cents per barrel for hard.

Br. ship *Etta*, which has been expected here several days, and which was reported off Cape Fear bar last night, arrived in below this morning.

We hear of several cases of pneumonia in the city, and our great surprise is that so many escape that disease with such weather as we are having.

The Clyde Line steamer *Pioneer*, Capt. Pennington, make her first appearance here this forenoon, and she will run regularly on the line for the present.

A part of the music committee for the revival meetings which are to be conducted by Rev. Mr. Pearson, met yesterday afternoon, but as no quorum was present there was no action taken.

The vestibuled train which left New York for Jacksonville this morning was not large enough to accommodate the passengers who wished to make the trip and a Pullman palace car had to be added to the train and taken as a substitute.

Cape Fear & Y. V. R. R.

The Board of Aldermen met in called session yesterday afternoon to receive the report of the Cape Fear & Yadkin Valley Railroad Commissioners. When the hour appointed for the meeting—five o'clock—had arrived, only Aldermen Ricaud, Fishblate, Dudley, King and Pearsall, with the Mayor, were present. His Honor called the Board to order and after stating the purpose of the meeting requested the clerk to read the report of the commission, which was as follows:

To His Honor the Mayor and Board of Aldermen of the City of Wilmington:

GENTLEMEN:—The Commission appointed by you to treat with the Cape Fear & Yadkin Valley Railway Company relative to the extension of the said road to this city and a subscription by the city to the capital stock of said company, have had several interviews with a committee from the board of directors of the company, and after careful consideration of the whole matter have unanimously agreed to recommend the approval of the following, which is a copy of the terms agreed upon by the said railway company and your commission:

It is hereby agreed by and between the Directors of the Cape Fear & Yadkin Valley Railway Company and the following parties duly appointed by the authorities of the City of Wilmington to treat with said company as to a subscription by said city to the capital stock of said railway company, or a purchase by said city of the bonds of said railway company—to wit: Wm. L. DeRosset, Roger Moore, B. G. Worth, Jas. H. Chadbourn and B. F. Hall—

1st. That the said city of Wilmington will subscribe $150,000 to the capital stock of the Cape Fear & Yadkin Valley Railroad Company, to be paid in such manner and in such instalments as is hereinafter provided.

2nd. In exchange for such amount paid in instalments as hereinafter provided, the said railway company shall turn over to the said city an equal amount in the certificates of the capital stock of the said railway company.

3rd. The first payment by the city on account of the said subscription shall be made in cash, or in five per cent. thirty year coupon bonds, either, at the option of the said city, in such sum as shall be requisite to pay two thirds of the purchase money, which the said railway company shall be required to pay for such land as it shall need for terminal facilities within the corporate limits of the said city, and shall be paid so soon as the same is required for such purchase.

4th. Whenever the said railway company shall have completed five miles of road, beginning at Wilmington, the said city shall pay over to the said railway company the sum of $10,000 on said subscription and shall continue to pay in like instalments as each consecutive section of five miles of said road is built, until its completion, when the balance, if any, of the entire subscription of $150,000 shall be paid

5th. The character of the first payment, as provided for in section third as above, shall determine the character of all future payments, whether in cash or bonds, as aforesaid.

6th. All bonds as aforesaid tendered by the said city shall be received at their par value.

7th. The said railway company shall have a depot within the corporate limits of the said city.

8th. The certificate of the Chief Engineer of the railway company of the completion of any section as hereinbefore provided, shall be evidence upon which the said cash or bonds shall be paid.

9th. The work of construction shall commence within four months after the ratification of the subscription, in accordance with the Act of Assembly, and shall continue without interruption until its completion, with in a reasonable time.

10th. It is understood and agreed by and between the said parties, that the title to the real estate to be purchased for terminal facilities within the corporate limits of said city as aforesaid shall be made to such person as the said parties shall select for that purpose, and it shall be provided in the deed of conveyance that the said real estate shall be held as security for the benefit of said city, for the faithful and complete performance of this agreement by and on the part of said railway company, and until the said agreement is so performed.

Upon the approval of this agreement by your honorable Board and the Board of Audit and Finance, the same will be drawn up and signed by the railway company and the members of the commission.

Respectfully,
W. L. DEROSSET,
Chairman.

The Mayor stated that several members of the commission were present and perhaps they would like to be heard, and upon this invitation Col. W. L. DeRosset, chairman, made a few remarks. He said that the term embodied in the agreement were the best that could be obtained, and that they were substantially the same as the terms submitted to the Board and approved last year. He called attention to the third clause—that the subscription shall be made in cash or in five per cent bonds. The commission had hesitated about putting in a provision for payment in bonds, believing that it would be best for the city to place its bonds and pay the cash, and thought that four or four and a half per cent. bonds for the amount required could be negotiated in one block and the money paid out as required. It had been ascertained that parties holding property which the railroad company would desire to purchase for terminal facilities were willing to receive bonds in payment. He thought it for the best interests of the city to make the subscription on the terms agreed upon by the commission.

Col. Roger Moore, a member of the commission, suggested that the approval of the agreement was unanimous.

Alderman Pearsall said he understood that the city had the option of payment in money or bonds.

Col. DeRosset said the first payment would determine future payments—if the first instalment is paid in cash all other instalments must be paid in cash. Col. DeRosset repeated that he thought four per cent. bonds could be negotiated at par among our own people. An investment in four per cent. city bonds, being free of tax, was equivalent, almost, to an investment at six per cent.

At this point Aldermen Rice, Price, and Sampson came in and took their seats, and at the suggestion of the Mayor the clerk again read the report of the commission.

Col. DeRosset, continuing his remarks, said that the commissioners were satisfied that every dollar of the $150,000 subscribed by the city would be spent here. The railroad company would probably make the terminus of the road on Point Peter, but would have to make additional expenditures for a depot on this side of the river and for a steamboat for transferring passengers and freight.

At the conclusion of Col. DeRosset's remarks, Alderman Fishblate moved that the report of the commission be received, and that it be referred to a special committee of three to be apdointed by the Mayor He thought that when the matter came regularly before the board it would be carried unanimously, but it should not be acted upon hastily.

Alderman Price arose to second the motion, but was interrupted by Alderman Pearsall, who said that Alderman Fishblate was a little premature when he said that the report would be adopted unanimously, He saw no necessity for delay unless it was for consideration of the terms. He would rather take up the report now and settle the matter.

Alderman Rice objected to taking action. He did not thoroughly understand the matter and would prefer its refereuce to a committee.

Alderman Ricaud said he was decidedly in favor of the Cape Fear & Yadkin Valley Railroad and did not want to throw any obstacle in the way; but like Alderman Price, he would like to have two or three days for consideration of the report. He thought he would vote for the adoption of the report.

Alderman Fishblate's motion was adopted, and the Mayor appointed Aldermen Fishblate, Ricaud and Dudley as the committee, to report to the Board on Wednesday next.

On motion of Alderman Pearsall, the thanks of the Board were extended to the commissioners and the meeting adjourned.

City Court.

There was a small calendar for the Mayor's consideration this morning and it was disposed of in the following order:

W. H. Howe, colored, charged with doing business without the necessary city license. The defendant made affidavit in due form that he thought he could not obtain justice before Mayor Fowler, in consequence of which the case was removed to Justice Cowan for a hearing and the trial set for 3 o'clock tomorrow afternoon.

The investigation of the case of Wesley Evans, colored, who is charged with cruelty to animals, was continued until Monday next.

A petition was circulated to-day and was being signed by nearly all to whom it was presented, asking the Board of Aldermen to call an election to vote on the subject of subscribing $100,000 to the capital stock of the Wilmington, Onslow & East Carolina Railroad.

Personal.

Mr. W. H. Strickland, advance agent for the "Jim, the Penman" Company, is in the city making arrangements for the appearance of that troupe. He gave us the pleasure of a call at about noon to-day. The company will appear here for one night only on Wednesday, the 25th inst.

Declining Prices.

There was a decline from yesterday's quotations of spirits turpentine and, while small sales were effected at 37½ cents per gallon, the principal transactions were at 37¼ cents, at which figures more than 100 casks changed hands. No sales were made until it was too late to report them in our yesterday's edition.

Light Weights.

A friend at Oxford, who read in the *Star* a few days ago an article claiming that there were five men in this city whose aggregate weight is 1,150 pounds, tells us that there are five in Oxford whose aggregate weight is 1,260 pounds and he gives the names and weight as follows: Dave Smith, 260; Dr. O. Gregory, 255; D. J. Gooch, 250; George Whitfield, 250; M. H. White, 245. He says also, that there are 21 men in Oxford who will average 200 pounds and at least 25 whose average height is 6 feet, 3 inches. The population of the town is about 3,000.

M'lle Rhea.

M'lle Rhea appears at the Opera House on Friday and Saturday evenings of this week presenting on Friday evening her latest success, a play from the French entitled "Fairy Fingers," "Pygmalion and Galatea" at the matinee, and "Frou Frou" on Saturday evening. M'lle Rhea will present her own version of "Frou Frou." Sarcy, the famous French critic, speaking of her in this character, says: "The role of Frou Frou is so thoroughly French that only an actress possessing the French vivacity and Parisian manners can truthfully depict the varying emotions the character demands. M'lle Rhea, both in her art and nativity, fills the role to perfection. Whether as the gay young girl, the frivolous wife or the repentant Magdalene, she rises to the pinnacle of her art in each." The company supporting M'lle Rhea is one of unusual excellence, and the press speaks in the highest praise of the artists with whom M'lle Rhea has surrounded herself. M'lle Rhea will display a number of magnificent toilets fresh from the hands of Worth, the famous man milliner, and Mme. Alexander, of Paris.